### STRIKERS LOSE HOPE.

Continued from page one.

on the Supreme Court bench judges who will dare enforce it. "At the conference meeting last night the representatives of one hundred thousand men gave me authority to call a political convention of two delegates from each labor organization in New-York and Kings counties for the purpose of nominating candidates for Supreme Court Justice only. The platform will be the right of

corporation employes to organize. "Arrangements are being made for the organization of each election district in the two counties for the enrolment of those voters who desire to affiliate with the movement. Committees of the strikers will call on the Tammany leaders on the West and East sides of Manhattan and tell them that they will hold Tammany Hall responsible for the violence of the police through which they and their wives and children have suffered in the last few days.

"I have requested the ministers of the principal churches to make this strike the subject of their sermons to-morrow. I expect to attend the meeting of the Central Federated Union tomorrow for the purpose of explaining the methods used by the city authorities in assisting the railroad companies to suppress the strike. A strike committee was appointed last night, and they will meet in my office for consulta-President John H. Delaney of Typographical Union No. 6 will likely be made chairman, as he is on the committee. I consider this strike the grandest victory ever achieved in the history of labor in New-York.

#### MR. GARDINER'S REPLY.

District Attorney Gardiner yesterday received a letter from Mayor Van Wyck asking him to enforce the ten hour law. The letter contained a resolution that had been adopted by the Central Federated Union, and the District Attorney made an immediate reply to the Mayor on the subject. He stated in a letter written to the Mayor that he would do all in his power to en-

Mayor that he would do all in his power to enforce the law on any complaints made before him. His reply to the Mayor read:

"I have the honor to acknowledge the receipt of your communication of the 21st inst., inclosing a communication from the secretary of the building Trades Section of the Central Federated Union of the same date, in which you are earnestly requested to enforce the ten hour law. "Of course the enforcement of that law does not come under your jurisdiction, and the secretary should have known it. On Tuesday last my friend, Samuel Prince, president of the Central Federated Union, called upon me here on this question, and afterward, so I am informed, expressed my sentiments at a meeting held the same evening at Cooper Union upon the subject.

office I have the honor to administer is "The office I have the honor to administer is not a detective agent, and as a rule we can only act upon complaints which are formulated and properly submitted. I told Mr. Prince that if his union knew of any violation of Section No. 384 of the Penal Code on the subject of ten hours' labor, and would bring their witnesses here. I would assign a trial assistant to at once present the case before the police magistrate presiding in the First District Court, with the view that it be brought up in regular course

view that it be brought up in regular course for action of the Grand Jury.

"I think the law is a wise and beneficent one, and should be fully enforced. Under our law the secretary of the Building Trades Section, who has written you, or any other complainant, may go before a police magistrate and, on a who has written you, or any other company may go before a police magistrate and, on a proper presentation of the fact, a warrant will sue and the case be regularly inquired into.
The president of the Central Federated Union

The president of the Central Federated Union has already, as I have already remarked, been apprised by me of the fact that this office will co-operate with him in proper and vigorous presentation of any violation of that law. It therefore is not necessary for me to communicate, as I have already had an interview with the president and we thereughly un with the president, and we thoroughly un-derstand each other, and he knows I will give my earnest support to any effort to bring a violator of that law to justice. As yet no spe-cific act of violation has been brought to my

The mass meeting of strikers which was to be held last night in Cooper Union and the meet-ing of the federated trades which was arranged to take place in the Grand Central Palace, were both postponed by their organizers, because, the object of both being the saine, it was decided to name a common date for a joint meeting, which will take place this week.

The leaders of both the strikers and the federated trades will come together this attention in Clarendon Hall, talk over the situation and decide on the date for the joint mass meeting. The Socialistic Labor party will hold a mass

meeting in Cooper Union to morrow evening.

Late last night a disturbance occurred on the
Second-ave. line. At Ninety-fifth-st. a north bound car was stoned by a crowd of men, and one woman was struck in the eye and so reverely injured as to necessitate her removal to the Harlem Hospital. About sixty the Harlem Hospital. About sixty gripmen from the Broadway line were assigned to the Second-ave, route last night to take the places of motormen who left work.

## CLEVELAND MILITIA CALLED OUT.

PROTECTION OF LIFE AND PROPERTY DE MANDED-RIOTING CONTINUED.

Cleveland, Ohio, July 22.-Orders were issued today for the assembling of four companies of the 5th Regiment, O. N. G., stationed at Cleveland, to do strike duty in the streets of the city in the present railway trouble. The decision to call out he 5th was made after a long conference between Mayor Farley and the Director of Police, Mr. Barret. It was decided that it was absolutely necessary, not only for the safety of the property of the street railway company and the lives of its em-ployes, but for the protection of the lives and property of the citizens, that extra militia service be called in addition to the service of the Naval

A scrious rear end collision occurred in Ontario st. to-day between a Scoville-ave. car, manned with a non-union crew, and a Woodland-ave, car. Four passengers were badly hurt. The Woodlandave. car had stopped to take on a passenger. The Scoville-ave. car, which was closely following, crashed into the Woodland-ave, car at full speed. A big crowd of people quickly surrounded the cars and threatened the non-union men on the Scoville-ave. car. There were shouts of "Lynch him" "Break his head?" and the like. The crowd became threatening, but the police soon arrived. They struck a number of people with their clubs before the crowd finally gave way.

A non-union motorman of a Pearl-st, car fired half a dozen shots this afternoon into a crowd of hoys near the bridge in South Brooklyn. None of the shots took effect. The car was in a blockade, and the boys were jeering the non-union motorman and conductor. ave, car had stopped to take on a passenger. The

boys near the bridge in South Brooklyn. None of the shots took effect. The car was in a blockade, and the boys were jeering the non-union motorman and conductor.

The driver of a wagon for a wholesale grocery house was shot by a non-union car conductor this afternoon and severely wounded. The car was passing a grocery store in South Brooklyn before which the wagon was standing. The driver stooped which the was a revolver and fired, the bullet passing through the man's neck and lodging in his shoulder. The car did not stop, and the conductor's name was not learned. The man had the wound dressed at the office of a physician in the neighborhood and departed without giving his name. The doctor said the wound was not serious.

The company began the operation of two of its suburban lines to-day without trouble. These arg the Euclid Beach and Collinwood lines, and pass through a territory in which several riots occurred in the first strike. The feed wires carrying the current to the South Side lines were cut last night under the central viaduct, but the break was quickly repaired to-day. The company is securing new men every day. Thirty-five arrived to-day from Chicago, and sonst of them were put to work. Rumors to the effect that there had been a break in the ranks of the atrikers are denied by the officials of the company who say they do not know of any old men who have returned to work.

The Press Committee of the strikers issued to-day an appeal to the public, which, among other things contains the following: We believe that force can be applied in many listances, and that it is absolutely essential in the present case. Government protects life and property, but does not regard labor in any light whatever. When great so solutions the following: We believe that force thing contains the following: We believe that force and

HOMER AT GOLDEN GATE. San Francisco, July 22.-The steamer Homer, from St. Michaels, was sighted four miles out at 2 o'clock.

## MORE DYNAMITE USED.

FAILURE OF AN ATTEMPT TO BLOW UP A BROOKLYN TROLLEY CAR.

ENOUGH ON THE TRACKS TO CAUSE GREAT DAMAGE, BUT THE CAPS WERE IM-

PROPERLY CONNECTED.

Dynamite was again resorted to vesterday morning about 2 o'clock by some one who wanted to make trouble for the Brooklyn Rapid Transit Company, but this time the plot entirely miscarried and no damage was caused. The Seventh-ave, car which left the Bridge about 1:10 yesterday morning was in charge of George Kiel, motorman, and Henry Voge, conductor. There were two policemen on it, one of them being a Manhattan man, No. 3923. Between Fourteenth and Fifteenth sts. the motorman shut off his power preparatory to crossing the intersecting tracks at Fifteenth-st., and was approaching the crossing when two explosions quickly following each other were heard beneath the car. They did not amount to much in themselves, but they excited the attention of all

on board, and the police made an investigation. Forward on the track near Fifteenth-st. was found a small package wrapped in yellowish paper, with the stamp "No. 2" on it. It was turned over to Captain Druhan, at the Ninthave. and Twentieth-st. car barns, who found that it contained two sticks of dynamite, six inches long by an inch in diameter. A number of laborers around the car depot used to handling dynamite said it was common dynamite, such as is used in blasting. It was placed in a the borough which tend to show that the police, bucket of water and became partly dissolved. Then it was turned over to W. H. Stevens, in charge of the Bureau of Combustibles, and he declared it No. 2 dynamite, consisting of 60 per cent nitro glycerine and the remainder wood pulp. The sticks weighed about three or four onces aplece.

It is believed that the explosions heard were the fulminate caps which are used to explode dynamite, but why the caps were so widely separated from the dynamite is a mystery. Or-dinarily the fulminate cap is shoved down in-side the wrapping of the dynamite stick, and a fuse attached. The dynamite was in an unfuse attached. The dynamite was in an un-broken package. Had it been squarely on the ralls it is somewhat doubtful if it would have been exploded, as a distinct shock is required to set it off. The pressure from the wheels to-gether with the electricity as the wheels passed over it might have been enough, Mr. Stevens says, to explode the dynamite, but there would be nothing positive about it. There was enough of the dynamite to blow the car into the air and cripple the people on it. The police are in-clined to think that the dynamiters were frightened away as they were preparing their charge, or that they got the materials all together and then their courage failed them, as they contem-

then their courage raised them, as they contemplated the possibility of injuring innocent people. The police are investigating the case. Chief Devery, being somewhat alarmed over the reports of the attempt to wreck the car with dynamite, last night sent a number of mounted police and several members of the blcycle squad to Brooklyn to patrol the district where the bombs had been found.

STRIKING CONDUCTOR ARRESTED. JOHN TULLY THOUGHT TO BE IMPLICATED IN THE FIFTH-AVE, DYNAMITE

EXPLOSION. John Tully, twenty-seven years old, of No. 50042 Sixth-ave., a striking conductor, was arrested on Friday night by Officers Donovan and Belger, of the Central Office, charged with being a suspicious person. Tully is suspected of being initimately elevated piliars at Thirty-sixth-st. last Wednesday morning, and it was the desire of the lawyers for feet. Although Mr. Rehbein was suffering severely the railroad company to get Tully in custody that led to the adjournment of the cases against the so called dynamiters on Friday. The informa-

accidents was averted. None of the men were seriously injured. The names of the policemen were:

ARMSTRONG, Andrew, Wakefield station,
BACKRIDGE, John, West One-hundred-and-fifty-second-st. station, Manhattan,
BROGAN, Patrick, West One-hundred-and-twenty-fifthst, station, Manhattan,
BACH, Joseph, West Sixty-eighth-st. station, Mantan. AVANAGH, Denis, East Eighty-eighth-st. station,

Manhatian, Charles West One-hundred-and-fifty-sec-cond-st. station, Manhatian, DAY, William R., West Sixty-eighth-st. station, Man-

attan.
DILION, William, Central Park Station, Manhattan.
HILL, John, West Sixty-eighth-st. station, Manhattan.
MEYERS, Thomas R., West Sixty-eighth-st. station

Manhattan.
O'CONNELLA, William, West One-hundred-and-twentyfith-st. station, Manhattan.
SCHULTZ, John, West Sixty-eighth-st. station, Manhattan, WATTS, Robert, West Sixty-eighth-st. station, Man-

Armstrong is a roundsman and Dillon is a sergeant. The injuries of the men consisted mostly of contusions of the head, body or limbs. Motorman Richard Battle and Conductor James

Kramer received contusions of the body and legs. The place where the car left the track is a dan ger spot. Rockaway-ave., for almost its entire length, has been raised from ten to fifteen feet above the original grade, and on either side of the track to the sides of the grade there is a space of only four feet. When the car swung over the side of this grade its forward end pitched into the sand and it inclined at an angle of 50 degrees. One of the trucks was wrenched from the car and the iron stanchions were twisted.

COLLISION ON THE SECOND-AVE. LINE. AN ELECTRIC CAR CRASHES INTO A HORSECAR-

TWO PASSENGERS INJURED. A Second-ave, electric car bound north crashed into a Thirty-fourth-st. crosstown car going west yesterday afternoon, throwing the rear of the car off the track, breaking all the windows and injuring two passengers. The passengers injured were John W. Liebe, an agent, of No. 22 Chestnut-st., Newark, N. J., who was cut over the left eye and left cheek and bruised about the body, and an unknown man, who was cut over the left eye. were several other passengers in the Thirty-fourthst, car, among them two women. They screamed, out, being in front, none of them were injured.

to be plenty of cars, as many as usual on all the lines, except perhaps those of the Nassau system, and the policemen rode only over a few routes.

But the aftermath of the strike was present-attempts at violence and repeated instances of anneyance, either on the part of disappointed strikers, their friends, or more often of boys and irresponsible persons. The continuance of these lawless acts will probably keep many of the Manhattan police in this borough for some days. The reserves were all on their mettle all day yesterday, ready to break for the scene of trouble at the first

alarm, but there were no urgent calls.

There were no serious cases of violence reported in the afternoon and evening, but the crews on some of the lines said that they were still sub-jected to annoyance and insult along certain parts of their runs

of their runs.

The officials of the Brooklyn Rapid Transit Company announced last night that to-day they would operate cars over all lines on full schedules.

Manhattan and Bronx policemen who were on duly all the week at the Adams-st, station yesterday gave to Captain Dunn, of that precinct, a huge filoral horseshoe as a token of their appreciation of his kindness and courtesy.

"COPS" CHARGED WITH CLUBBING. STRONG COMPLAINTS OF THE BRUTALITY OF MANHATTAN POLICEMEN IN BROOKLYN.

Several strongly worded complaints were made at Police Headquarters yesterday, all of which arose from the mistaken activity of the Manhattan policemen in the neighborhood of Seventh-ave. and Fifteenth-st. on Friday night. Among those who have complaints to make is Samuel O. Mosscrop, jr., a nephew of Thomas D. Mosscrop, the superintendent of the office of the Commissioner Records. Young Mosscrop is a member of the 14th Regiment, and he declares that he and a number of his companions in the regiment were roughly handled without cause while they were in a saloon at Seventh-ave, and Fifteenth-st. Other stories come in from residents of the same part of evidently mistaken in their judgment of the locality, not only insuited but assaulted peaceable citi-

clubbing were a portion of the police under the command of Captain Allaire, of Manhattan. It eems that about 10 o'clock there was some little trouble with strikers at Seventh-ave, and Fifth-st. A hurry call was sent to the rendezvous of the police reserves at Ninth-ave, and Twentieth-st. For some reason the reserves did not go to Seventh-ave and Fifth-st., but, it is alleged, started to clear the streets at Seventh-ave, and Fifteenth-st. There were a number of people in the street seeking the fresh air. Suddenly a squad of policemen swarmed around them, and, without asking any questions or taking any explanations, started in to drive every one away at the point of the club, The following story is told by H. O. Jones, a real

The men who it is said were concerned in the

estate broker at Seventh-ave. and Twelfth-st. "I have lived in Brooklyn all my life, and I never before saw an outrage on the part of the uniformed police. I suggest that the militia be walking home from my office on Friday night when I saw a crowd running toward Loew's saloon, at Fifteenth-st. and Seventh-ave. I ran down there and saw the police knocking down inoffensive cititens right and left. They used their clubs like flails, and did not even spare the women. I saw one man, whom I afterward learned could not speak one work of English, knocked down three times. Mr. Roche, a Sandy Hook pilot, who was on his way home, was brutally clubbed. He was helped home almost unconscious. "Adolph Rehbein, another real estate dealer in

the neighborhood, was on his way to the drug store with his daughter to get a prescription filled. police charged down upon them, and the father was hustled away from his daughter. Later he received a blow on the arm which left him helpless. To get away from the police Mr. Rehbein attempted to go into Loew's saloon. As soon as he put his hand on the door a policeman knocked him down and told him to go home. The daughter, connected with the blowing up of the Flith-ave. who in the mean time had been roughly handled by the police, came up and helped her father to his from his arm, he did not dare to go to the drug store to have it dressed, and took refuge in his office until the police had left the locality.

that led to the adjournment of the cases against the so called dynamiters on Friday. The information on which the warrant charging Tully with being a suspicious person was issued was furnished by James Cockerill, eighteen years old, a son of the gatekeep at the Fourth-ave entrance to Greenwood Cemetery, whose house was shaken by the dynamite explosion. Cockerill says that immediately after the explosion he rushed from the house haif dressed, and as he did so he saw Tully running away. He asserts that he cannot be mistaken about Tully, as he is the same man whom he saw stoning cars and trying to pull a motorman from a car the day following the strike. As soon as the police heard of Cockerill's story two patrolimen, Donova 1 and Beiger, were detail the detections of the police Headquarters, but his arrest was kept quiet until yesterday morning. The officers placed Tully under arreat, and he was taken to bried Headquarters, but his arrest was kept quiet until yesterday morning, when he was taken to Police Headquarters, but his arrest was kept quiet until yesterday morning, when he was taken to Police Headquarters, but his arrest was ken to the Adams-st. court and charged with stoning a car at seventh-ave, and Seventeenth-st. He was held in \$2,00 bail for examination on Thursday. Tully is an unmarried mand denies that he had any connection with the dynamite plot.

A LOAD OF POLICEMEN DITCHED.

NASSAU TROLLEY CAR LEFT THE TRACK AND CAUSED A LOT OF BRUISES.

Owing to a motorman's inattention to a switch trolley car No. 137 of the Douglas-st. line left the track early yesterday morning at Rockaway and Dumont aves., Brooklyn. Thirteen policemen were thrown into a ditch and the car was badly wrecked. The car was going slowly, and therefore serious accidents was averted. None of the men were serious accidents was averted. None of the men were serious accidents was averted. None of the men were serious accidents was averted. None of the men were serious accidents was averted. None of the men were serious accidents was ave

MESSENGER BOYS COMPLAIN.

FINES, ASSESSMENTS FOR UNIFORMS AND OTHER GRIEVANCES TO REMEDY.

It is altogether probable that a strike of messel ger boys, which has been in the air for several days, will begin in earnest to-morrow morning. The success of the newsboys' strike is indirectly responsible for the movement to precipitate a mesengers' strike, though several of the little fellows said yesterday that without any such incentive the strike was bound to come.

The dissatisfaction is confined largely to the districts of Wall and Broad sts. and in addition to the fact that the uptown boys are paid more for their runs, the boys are protesting against being forced pay 50 cents a week for the use of a uniform and 10 cents a week for a celluloid collar. "That leaves us only about \$3 40 for a week's work," said one of the agitators yesterday, "and it ain't enough. Of course, the company gives it out that we get tips from the brokers. But that ain't got nothing to do with the case. That's a little side speculation, and

none of their business."
"Yes," added another soy, "and wen we gets a tip and stops about a minit to get de frog outen our t'roats, de spotters lay fer us and we get sliced."
"Lightfoot" Flynn, who holds the fleetfoot record at the Western Union office, No. 16 Broad-st., ex-

plained the situation yesterday. Said he: "Us blokes over here gets 1% cents a message and to cents an hour. Say, dat is bum pay fer us fel lers as is expected to chase oursel's like dose spike legged greyhounds. Yessir, dose wages is cert'n'y bum, and if de bosses don't lift de anty we's goin' to tie up de biz. Den de way dey docks us 50 cents a week for dese uniforms is a crime, not to say a ing about dese cutt'roat collars wot dey makes us out up 10 coppers fer. Yessir, we'se togeder in dis deal, an' unless de bosses comes up to time before Wednesday noon, when de A. D. T. fellers gets dere coin-we gets ours on Fridays-you'll see some mugs wid shiny lids and patint leather kicks a chasin' dere own messages. And dat goes!"

Rayens, who was formerly a messenger boy, and who has risen to one of the highest active posts in the company, declared: "There will be no strike." Mr. Rayens is superintendent of the entire

The Second-ave, car was in charge, it is said, of a "green" motorman. The car was approaching at a high rate of speed. The crosstown car was going slowly. The driver thought he could cross the track before the Second-ave, car reached the place. He also knew that by the rule the Second-ave, car ought to stop before crossing the tracks. The motorman on the Second-ave, car saw his mistake and threw back the lever and put on the brakes, but he was too late. The car struck the horsecar in the rear, throwing the hind trucks off the track and breaking every window in the car. There was much excitement.

There was much excitement.

The passengers on the wrecked car were helped out. John Liebe was found injured as described out. From the passengers on the wrecked car were helped out. John Liebe was found injured as described out. John Liebe was found injured as descri

at two suits a year, it would mean that \$13 is paid for each uniform by the boy on the 50 cents a week instalment plan. The boys say this is too much."

"This is the chief grievance, all right," said a prospective striker. "The company owns the suits, and we pay for them. Is that square? And then there's the fines. It costs us 25 cents if we are caught smoking, and the same if we steal a ride."

TWO DECADES OF STRIKES

AMBITIOUS EFFORTS OF STREETCAR MEN TO BETTER THEIR LOT

SOME WERE SUCCESSFUL AND SOME FAILED-MANY MORE THAN RECUR TO THE MEM-ORY OF MOST PEOPLE.

The recent ambitious attempts to support strike movements of magnitude, first in Brook lyn and then in New-York, by the employes of the Brooklyn Rapid Transit system and the Metropolitan Street Railway, respectively, together with the foreshadowed defeat of the men, make a retrospective glance at streetcar strikes in Brooklyn and Manhattan since 1880 not without interest at this time. The number of them will surprise many persons who were impressed at the time they occurred only by the really great strikes which caused them incon-

The verb "to strike," used in this sense, is of American invention, and its origin is given by the dictionaries as modern. Its etymology is obscure, but it is doubtless an abbreviation of the phrase "to strike work," meaning "to cease work.

In 1880 Carroll D. Wright, Chief of the Bureau of Statistics for Massachusetts, published an interesting pamphlet entitled "A Statistic on Strikes," which gave the history of strikes in Massachusetts from 1830 to 1880. Mr. Wright's figures tended to show that only about one strike in seven brings any advantage to the workingman, which led him to make the comment that "strikes generally prove powerless to benefit the condition of the wage class," and further, that "strikes lead to improvidence and are demoralizing in their effects on the laboring man."

On June 27, 1880, the car drivers on the Second-ave, and Third-ave, lines struck for higher wages. They received only \$1.75 for fourteen hours' work, and wanted \$2. They were unable, however, to stop travel on the Third-ave. line. Rioting occurred on Second-ave., and the police reserves were called out. The men lost,

the strike dying gradually of inanition. WHEN THE MEN WERE SUCCESSFUL.

Six years elapsed, and then, on February 4, 1886, the conductors and drivers of the Fourthave., Sixth-ave. and Seventh-ave. lines went out on orders from the Empire Protective Association, an organization connected with the Knights of Labor. The law then stated that the working day must not exceed twelve hours, and the contention here was that the schedule of runs of the various companies involved made it impossible to adhere to this law. It was demanded that these schedules be changed. The men apparently chose their time well, for in twenty-four hours the companies capitulated, and the men returned to work.

On February 16 the Fourth-ave, drivers and conductors again went out, asserting that the schedules had not been changed as agreed. That their claim had justice was shown by the surrender of the company in exactly fifteen hours and seventeen minutes. The success attendant upon this strike led to others on the same lines, and on March 3 the men of the Dry Dock, East Broadway and Battery Company went out. The following day the strike spread to Brooklyn, and involved the lines of the Atlantic Avenue Railroad Company, then the second largest company in Brooklyn. The strikes were fought out with bitterness on both sides, and on March 10 the labor organizations tied up every street railroad on Manhattan for a space of ten hours. John O'Donnell settled the strikes by arbitration, in favor of the men.

The next strike was on April 17, 1886, when

The next strike was on April 17, 1886, when the employes of the Third-ave. line went out, they, as they said, on account of the wage scale. The company aserted that it was because it would not discharge certain other employes who were not members of the Knights of Labor. It and the men, the strikers being supported by enforced contributions from the employes of other roads. The strikers, however, gradually other roads. The strikers, however, gradually lost ground until June 6, when the labor leaders, in order to deal an effective blow, ordered a general tie up of all the lines of the city. This proved a big mistake. It allenated the sympathy of the public, and the strike fell into a moribund condition, and gradually petered out. The men lest

men lost. SOME STRIKES ON A LARGE SCALE.

On August 23, 1886, a new time table led to tying up both the Broadway and the Belt lines. Representatives of the men and the company had a conference, which resulted in both sides giving way, and the strike ended on August 27. The Williamsburg and Flatbush-ave. Railroad, of Brooklyn, was the next sufferer. The reason was that the men wanted sixteen to eighteen minutes for breakfast, whereas they received from ten to twelve. They also insisted on the transfer or discharge of an obnoxious in-spector. They struck July 4, 1887, and their

demands were granted.

On January 25, 1889, a strike occurred in Brooklyn over the ten hour law. The companies paid by the trip, and while they expressed a willingness to comply with the law, said they would be able to pay only \$1.71 instead of \$2, the previous rate. The men in consequence went out but utterly failed of their said they would be as a stead of \$2, the previous rate. The men in con-sequence went out, but utterly failed of their

dispute over the wage agreement for 1889 caused the tie up of every surface road in New-York on January 28, 1889, except the Bleeckerand Third-ave, lines. Between five thousand and six thousand men were involved. The strikers were badly defeated.

On May 20, 1894, another strike occurred in

On May 20, 1894, another strike occurred in Brooklyn, on account of an order compelling the employes to purchase their summer uniforms of a certain tailor and by a certain date. The company compromised by allowing the men to purchase the uniforms where they pleased, and delaying the date for their purchase to July I.

On January 14, 1895, came the great Brooklyn strike, the demands of the men being that either the number of trips required for a day's work under the ten hour law be reduced, or their pay increased. This strike, involving, as it did, every company in Brooklyn saye the Coney Island and Brooklyn, was fiercely contested. The

and and Brooklyn, was fiercely contested. The police force of Brooklyn proved inadequate to the task of holding the strikers in check, and the nilitia was called out. The men lost.

FALL RIVER STEAMER MINUS A CREW. Fall River, Mass., July 22.-The steamer City of arrived to-day without a crew, the freight handlers having struck in New-York last freight handlers having state the local pier already had made the same demand as the New-York men for more pay, and they refused to take out freight from the City of Fall River. The men at the Boston freight house also struck for an increase of 10 cents a day, but returned to work pending a conference. A crew of Portuguese will be secured from New-Bedford for the City of Fall River.

RAILROAD INTERESTS. TO DECIDE AS TO PASSENGER RATES.

Commissioners Goddard and Donald and Third Vice President Finley, of the Southern Railway ompany, the Board of Arbitration who have dur-

Eastern roads regarding alleged inequalities in passenger differentials, will formulate and send to all the roads, interested a summary of the leading questions at issue, which will be argued before the isoard at a hearing to be held by it in September. The whole subject of passenger rates between Chicago and New-York depends on the action to be taken by this Board. ing the last week been considering complaints from

CENTRAL PENNSYLVANIA COALITION DE-NIED AGAIN. Philadelphia, July 22.-Pennsylvania Railroad of-

ficials in this city again deny the report that the New-York Central Railroad is about to enter into an alliance with the Pennsylvania Railroad. The story alliance with the Pennsylvania visit paid yesterday by was probably based on a visit paid yesterday by President Calloway, of the New-York Central, to President Cassatt in this city. A prominent official of the Pennsylvania to-day said:

It is true that President Calloway was here yes-terday and saw Mr. Cassatt, but they in no way terday and saw ocalition of the roads. The visit was simply such as any corporation president would pay to the head of another corporation having interests in common with his.

B. Altman & Co.

MONDAY, JULY 24th.

LADIES' UNDERWEAR OF DOMESTIC MAKE.

A NUMBER OF STYLES OF NIGHT ROBES, CHEMISES, CORSET COVERS, SACQUES, PETTICOATS, ETC., HAVE BEEN REDUCED TO UNUSUALLY LOW PRICES.

LADIES' PIQUÉ AND LINEN DRESSES

IN WHITE OR COLORS, THE PRICES OF WHICH WERE ORIGINALLY \$9.50 TO \$22.50, AT \$4.90. \$6.50 AND \$9.50

250 WHITE PIQUÉ WALKING SKIRTS, VALUE \$4.50, AT \$2.65 200 WHITE PIQUE WALKING SKIRTS, VALUE \$6.50 TO \$10.50, AT \$4.50

LADIES' SHIRT WAISTS

AT THE FOLLOWING REDUCED PRICES: AND PIQUÉ WAISTS, 75c. & 90c. COLORED PERCALE, MADRAS

COLORED MADRAS WAISTS, . . . . . \$1.75 WHITE LAWN WAISTS, HEMSTITCHED, . . \$1.55 (SECOND FLOOR.)

Eighteenth Street, Mineteenth Street and Sixth Avenue.

NEWSBOYS' WORD STANDS.

THEY HAVE BOYCOTTED. The culminating point in the newsboys' strike was reached last night. A "dodger" announcing a mass meeting to be held in Frankfort-st. was circulated in the afternoon, and soon after 7 o'clock the crowd began to gather. It was a picturesque assemblage and a noisy one. Little boys barely able to toddle made up for their lack of size by carrying large sticks with placards affixed an nouncing the strike and calling upon the public to

support it. The meeting resolved itself into a "free

THEY STILL REFUSE TO SELL PAPERS

for all" march to the Battery and up through Broadway. Every time a policeman appeared the lads made a quick dash through the nearest alley, but reappeared again as soon as the danger was past. the line of march a convenient sand and rock pile attracted the boys, and their pockets were soon oulging with the ammunition they could not carry in hands, already overfilled. A distributing wagon operated by one of the proscribed papers came long, and with a cry of exultation the newsboys flocked down on it. The driver whipped up his horse, but the stones rettled against the wagon

and the pretty pictures on its sides. "Kid" Blink, one of the leaders of the strike, stood in Frankfort-st., and his eyes shone with joy. "It's great," he said; "dey can't beat us. Me nobul men is all loyal, and wid such as dese to oppose der neferariou. schemes how can de blokes hope to win?"

He pointed up the street to a crowd of strikers who were busy making history. A big fellow who looked well able to take care of himself had just come from the counting room of one of the boycotted papers. Under his arm he had a bundle extras. Two of the strikers approached and began to argue with him, and in the mean time several others made a quick flank movement. about two minutes the extras had passed into the hands of the enemy, and the big fellow turned just in time to see his tattered stock flying in all di-"He don't lose anything," continued the

'coz why? He's hired by de pape to make a bluff. A man wot'll take a job like dat is worse 'en a Spaniard. An', say, dat's erbout de limit, see Dat's de feller wot made de fight yistiddy. You see, he came out de same way, and after de gang had copped his papes he goes up an de edito fer a club. But me men lays fer him wen his blinkers was droopin', an' de club's now found a poimanint restin' place in de arkhives of de union Have yer met me corp'ral? Shake hands wid de representative uv a sure 'nuff noospape. Say, de Did yer hear how we done up de scabs dis morn-in'? No? Well, it happens dis away. Me and de corp was feelin' our blinks to see how de land lay when two mugs comes outen dat office down dere and from de way der coats bulged I knowed der was hidin' somethin'. I blowed me toot, and i didn't take more'n a hinit to get de gang onto it. De scabe had more'n a hundred papes consealt onto their persons, an' say, you'd a tought you was in a snowstorm.

"Me an' me corp an' anoder of me men, wot his name is Skaggs, went to call on de guy wot owns de pape last night. Wen we gets to de office a kid asks us our bizness. 'Say,' I sez, 'just take me card and put it onto a silver tray and take it inter de boss. I ain't in de habit of transachin' my bizness wid no offiz boys.' He started to talk, and I tole him to be .nighty quick erbout it or I'd make him look like a stranger in his family.

"Skaggs's pa keeps a restero on de East Side. He sent us word dat if we needed anyt'ing we should come over and he'd treat us with great hostility He's a nice man, an' so is Skaggsy. Well, so long

He's a nice man, an' so is Skaggsy. Well, so long.
I've got to review me forces. Some uv de boys
needs pattin' on de back."
The assertions of the leaders that the strike was
stronger than ever appeared to be verified in all
parts of the city yesterday. Wherever newsboys
were met and questioned there was only one answer, and that was, "We'll strike until they give
us what we want." Little fellows hardly able to
do more than toddle along wose the placards on
their hats requesting the public not to buy the
two papers.

do more than toddle along wose the placards on their hats requesting the public not to buy the two papers.

"Tiny Tim," who sells at Twenty-third-st, and Sixth-ave, was asked how long the strikers could hold out. "Ferever," he answered, "and longer, if nesercery. I ain't got no famerly to support, an' I reckin der fellers wot has is makin' just as much as dey did before."

The good natured attitude of the public toward the strikers has helped their cause not a little. As a rule, people are satisfied to accept the papers that the boys are selling.

The following communication was sent to The Tribune office yesterday. It is hardly a model of orthography, and if John Wilson expects to emulate the example of some great men who have risen from the ranks he will have to take a few innings with English grammar and a dictionary. The letter is printed because it will probably interest Tribune readers, and with no intention to enter into the merits of the dispute:

"For over a year the World and Journal have growned down the newsboys by making us pay 60 cts a hundred when 50 cts was a fair price and all we paid before. We have now boycotted their papers, don't let us sell them again until they aggree to make the price 40 cts for a year, which will just even up what we lost. If they are not satisfied then let us arbitrate the matter, they want the car men to arbitrate now what is the harm of them doing some arbitrating. Let us hear of them doing some arbitrating the want the car men to arbitrate the water, they want the car men to arbitrate they on medicine.

A number of arrests were made last night. A number of arrests were made last night.

PLENTY OF RECRUITS TO BE HAD.

MORE THAN TWO THOUSAND MEN HAVE EN-LISTED FOR SERVICE IN THE PHILIPPINES. The recruiting stations in New-York City have not found that the recent war has discouraged men from desiring to become soldiers. At the station No. 27 Third-ave., and at that at No. 132

Park-ave., there are applicants in abundance to enlist in the service. Two classes of men are taken -those who enlist in pursuance of the recent call by the Government for ten thousand volunteers, and the men who are intended for the Regular and the men who are intended to service.

The books in both of the recruiting stations show that the men, prefer to enter the volunteer service. At least 80 per cent of the men desire to enlist as At least 80 per cent of the men desire to enlist as to least 80 per cent of the men desire to enlist as to be found, no doubt, in the fact that the enlistment as a volunteer is only for two years, while that as the Regular is for three years. A large number, however, openly express their preference to go to the Philippines.

According to Major Whitney, who has charge of

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MANUSCRIPTS PROMPTLY EXAMINED.

the recruiting in this city, 2,268 men have enlisted since July 10 New recruiting stations are to be opened in Long Island City, Kingston and Middletown in the near THE TOP OF HIS HEAD BLOWN OFF.

A STATEN ISLAND FISHERMAN MURDERED BY A RIVAL.

South Beach, N. Y., July 22 (Special).-John Shanley, alias "Canarsie," sixty years old, a fish-erman living in a shanty near South Beach, Staten erman living in a smally near south facts, seek, island, shot and mortally wounded Nicholas Luthoff, thirty-eight years old, also a fisherman, late to-night. The scene of the shooting is one of the wildest and most desolate spots on Staten Island, midway between South Beach and Midland Beach. Luthoff lived with his wife and child in a small shanty near Shanley. An old feud existed between them. A small creek, on the shore of which stands Shanley's house, separates the two beaches. Shanley operated a rowboat ferry across the reek, charging five cents fare. Luthoff carried four men across the creek last night in his boat, Shanley picked a quarrel, and words led to blows. Luthoff knocked Shanley down. Shanley ran into his shanty and secured an old shotgun, came out and faced Luthoff, and discharged it in his face. The top of Luthoff's head was blown off. Shanley jumped into a rowboat and escaped. Luthoff was found by his wife.

BAYREUTH FESTIVAL BEGINS.

"DAS RHEINGOLD" GIVEN, WITH SIEGFRIED WAGNER AS CONDUCTOR.

Bayreuth, July 22.-The Wagner Festival began here to-day with the performance of "Das Rheingold." Slegfried Wagner acted as con-ductor, and was enthusiastically applauded.

SERIOUS WRECK IN TENNESSEE.

TRESTLE GAVE WAY, CARRYING PASSENGER TRAIN DOWN-TWO LIVES LOST AND MANY SERIOUSLY INJURED. Nashville, Tenn., July 22 (Special) .- A serious

wreck resulting in the loss of two lives, the wounding of a number of other persons and the destruction of several thousand dollars' worth of property occurred on the Chesapeake and Nashville Railroad this evening. The train which left Gallatin for Scottsville fell through a trestle sixty feet high, between Bledsoe and Westmoreland, part of the trestle giving way. Just as the locomotive had passed over the

Just as the locomotive had passed over the trestle one of the cars dropped through and carried the engine and the other cars with it. The cars caught fire and were destroyed. Brakeman Charles caught fire and were destroyed. Brakeman Charles Speakman is believed to have lost his life. Mr. Speakman is believed to have lost his life. Mr. Speakman is believed to have lost his life. Mr. Speakman is believed to have lost his life. Mr. Speakman of known, was burned to death, being imprisoned beneath the weckage. Mrs. Thomas Epperson, of Nashville, received internal injuries. John M. Rogan, proprietor of Epson Springs, was one of the passengers. His left leg was broken and will have to be amputated. Conductor E. B. Buck and Nimrod Jackson received painful injuries. The names of all the passengers hurt have not yet been learned. Special trains bearing physicians were sent from Gallatin and Nashville to the scene of the disaster.

SCHOONER FAST ON THE JERSEY COAST. Atlantic City, N. J., July 22.-The four masted schooner Frank A. Palmer, from Bangor for Newschooner Frank A. Palmer, from Bangor for New-port News, in hallast, went ashore on the Shoals of Tathams Beach during a heavy fog to-day. There were four passengers besides Captain J. E. Rawding and a crew of eight men. The passengers were landed, but the crew remained aboard. The wrecking steamer Merritt is assisting the vessel.

A RIVAL FOR "LIGHTNING JIM." A new aspirant for the leadership of the Repub-

lican party in the XXth Assembly District has come to the front. "Lightning Jim" Stewart and R. M. Lush have been rivals for the honor in the past, but the newcomer is Captain Norton Goddard, president of the East Side Republican Club. He hopes at the Republican primaries in September he will be named as leader. Captain Goddard yesterday said of his club: "The club has been organized because the interests of the Republican party have hitherto been neglected in the district. The Republican vote has not increased, and the reason is that to the respectable and intelligent men, whether Republicans or men of Democratic antecedents who feel the disgrace of Tammany, nothing better than Tamany has yet been presented." come to the front. "Lightning Jim" Stewart and

GENERAL WHEELER'S RELIGION. Washington correspondence of The Chicago Record.

General Wheeler is a religious man. He was brought up in the Episcopai Church, with a great reverence for sacred things and faith in the efficacy of prayer. One of his former secretaries tells the story that while the General was engaged in a canvass for Congress some years ago he spent the night at the plantation of a constituent. His host accompanied him to his room at bedtime, and bade him good-night, but, being reminded that the General might want a glass of cool water before retiring, he carried a pitcher to the room and entered without knocking. He was surprised to find General Wheeler upon his knees before the bed, engaged in his devotions. He waited reverently until the General arose, and apologized for the interruption. Washington correspondence of The Chicago Record.

tion.
"Don't mention it." said General Wheeler. "I
think all of us ought to kneel before we retire, and
thank our good Maker for His mercles and bless-The members of General Wheeler's staff say that during the Santiago campaign he never lay down to sleep without offering a prayer, and never arose in the morning without thanking God for his protection and preservation.

